# Grand Prix Legends

from
Papyrus Design Group, Inc.

# Introduction

Grand Prix Legends is the most realistic automobile simulator outside of the major automakers' labs. (It is probably more realistic than what is inside many of them.) Unfortunately, you will not be feeling the forces that are acting on your virtual car. It is unfortunate because those forces give your brain many cues that make controlling a race car easier-you can more easily tell how much the car is sliding, or how heavily you are braking and accelerating. Fortunately, you will not be feeling the forces that are acting on your virtual car. It is fortunate because the first time you take one of these cars out on the track, you will spin and crash-and those forces could kill you.

You will spin and crash because everyone who tries the simulation spins and crashes the first time out. And the second time out. And the third. People who have raced real cars spin and crash in the simulator-mainly because they aren't feeling the forces they are used to feeling while driving. Everyone else spins and crashes for that same reason, and for one additional reason: driving a race car at high speed isn't easy. Don't despair, however. Like anything in life which requires skill, it takes some time to learn the basics. Once learned, though, applying your skill can be tremendously rewarding. If you take the time to learn the skills required to drive a virtual race car, you will find Grand Prix Legends to be one of the most exciting and rewarding activities available on a computer. You will also learn a great deal about driving a real race car.

I have tried to come up with some tips that will shorten the learning curve, and get you up to speed with as little frustration as possible. Look these over, and come back to them from time to time. You should find that if you do these few things, you will be able to lap consistently after some practice. Going really fast is something to pursue only after you are comfortable in the car.

1) **Don't go too fast.** Even the slowest car in the game-the novice training car-is considerably faster than most road cars. You can get up to prodigious speeds in a very short period of time. At most of the corners on all the circuits, you will need to begin slowing even before you can clearly see the corner. If your computer is capable of drawing the groove (rubber laid down by other cars on the track), you will get a visual indication of the ultimate braking point-the groove gets visibly darker on approaching a corner that requires braking. You will probably want to start braking considerably earlier than that when you start out. Another thing: it's a very good idea to start out in the slower training cars. In the real world, nobody puts a beginner behind the wheel of an extremely powerful race car. If you jump right into the GP car and start driving, you'll find out why.

**2) Learn the circuits.** There is no shortcut here. Before it is possible to go very fast at a circuit, one must first know which way to turn, when braking is necessary, and where to place the car on the track. There is no substitute for a lot of laps at a track. You will pick up a lot of visual cues that help you find your way around-the groove is helpful in showing you the right line. I find it helpful to learn the names of the corners (even if they are just numbers)-this helps to organize information that you learn about the different sections. Of course, there is no need to learn all the circuits at once-start with the easier ones: Monza, Watkins Glen.

**3) The throttle and brake are steering controls.** In a road car, on the street, you steer with the steering wheel and control speed with the throttle and brake. All this changes once the tires start approaching the limit of adhesion. At that point, the steering wheel is no longer the primary steering control. Instead, the weight of the car on the front and rear wheels will more directly control the car's rotation. Applying the brake will put more weight on the front, which will make the car want to turn more, up to a point. Conversely, applying the throttle will put more weight on the rear, which will make the car want to straighten up, again up to a point. An added complication: too much throttle, or too much brake, and the opposite will happen. You can try an experiment in a long corner (Curva Grande at Monza, for example): go through the corner fairly fast, using about half throttle. Without moving the steering, let up on the throttle. The car should turn more to the inside (or it might spin). To master the simulation, you must learn to anticipate these steering effects and compensate for them with the steering wheel. One important note: since the throttle and brake are steering controls, be very smooth applying them. Jumping on and off the throttle and brake will give the same results as jerking violently on the steering wheel. At racing speeds, that is not good. Squeeze the throttle and brake gently.

**4) Don't lift off the throttle in fast corners.** This follows directly from the previous experiment. These cars are designed to be driven through corners on the power, so when you lift they will get very nervous and twitchy-which will likely lead to a spin. In fast corners ($3^{rd}$ gear or higher), slow down before the corner, then get back on the power as or before you turn into it. Stay on the power (not necessarily full power) all through the corner. If you still can't make the corner, slow down more before turning. If you are using too little throttle through the turn, the car will be hard to control-it's better to go in slower and use more throttle through the corner.

**5) Look well ahead.** Try not to focus your attention on the road just in front of the car. Look down the track and visualize where you'd like to go in the next four to eight seconds. You will more quickly notice when things are going wrong-when only a small correction is required.

Each of these five tips is good advice in a real race car (although number one is

usually taken care of by a healthy dose of fear.) Driving a 1967 GP car is more difficult than driving just about anything else, and the simulation is more difficult than driving a real car. The above tips will help you come to terms with the '67 GP car, but getting used to the simulation will just take time. Many people think that it feels like driving on ice. That is an apt description; in a real car, there is so little grip on ice that the G-forces acting on the driver are very small-which is just like the simulator. Once you get used to the maximum grip level in the game (which is considerable, compared to a road car), you will find that the visual and audio cues provided by the simulation will start to make you "feel" these forces, in a way. The only thing that can't be duplicated-yet-is the force feeding back through the steering wheel. This is perhaps the most difficult thing to compensate for. You will need to learn just how much steering input is required to catch a slide-you can't feel the grip at the front tires. We have yet to see a force-feedback input device available for PC's that can communicate these subtleties. Most of them are only adequate to let you know when you have hit a wall or are driving on the grass. You'll have no problem figuring that out.

There's no substitute for seat time-so strap in, and have fun!

-David Kaemmer

# Table of Contents

# 1.0  Getting Started

## 1.1  Hardware Requirements

**Minimum requirements:**

- Pentium 166 or better
- 32MB of RAM
- Windows-compliant video card with 2MB or more of video memory
- 2X or better CD-ROM drive
- Mouse

**Recommended:**

- Pentium II-266 or better
- 64MB of RAM
- 3Dfx Voodoo 1 or Voodoo 2, or Rendition v2x00 series video card
- Joystick or steering wheel and foot pedals
- Windows-compliant sound card

# 1.2 Installing Grand Prix Legends

It is important to make sure all other programs are closed prior to instal-
ling Grand Prix Legends.  Place the CD ROM disk in your drive.  The
installation process should begin immediately.  If it does not, click on the
Start button and choose Run. Type D:\Setup (substitute D: with the drive
letter of your CD ROM drive) and choose OK.  The installation wizard
will now begin.

Choose the drive, directory (fol-
der) and path where GPL will
reside on your system.

Select which GPL installation
you'd prefer.  The Full install
requires more hard drive space
but will provide you with the
best performance.  The mini-
mum install requires the least
amount of hard drive space but
may sacrifice performance.

If your system is equipped with
a 3Dfx Voodoo 1 or Voodoo 2
board, or any graphics accelera-
tor card featuring a Rendition
Verite chipset, choose it here
first.  Choose 'Software' if you
do not own a supported graphics
accelerator board.

*Upon first execution, GPL will take you to the Player Info Screen which requires a name
entry. From there, it will start the Controls Calibration process described on the next page.*

## 1.3  Using Your Joystick/Wheel Controller

This page is aimed at getting your controller quickly configured to go racing. For more information on controller setup, see section 2.5a in this manual. Before you drive a GPL car for the first time, you must first configure your joystick/wheel controller or keyboard. The game will guide you through the calibration process. To recalibrate, choose Options from the Main Menu, and click on the left/right arrows in the bottom-center of the screen until you reach the Controls Menu.

At the Controls Menu, click on Calibrate Joystick(s). After calibrating, be sure to assign actions to your controller. This is done by using the Set Controls portion of the Controls Menu. Click on each item and move your controller or press a key to assign each action. *Note: When assigning a steering action, turn your wheel/joystick to the left. Do not turn it to the right.*
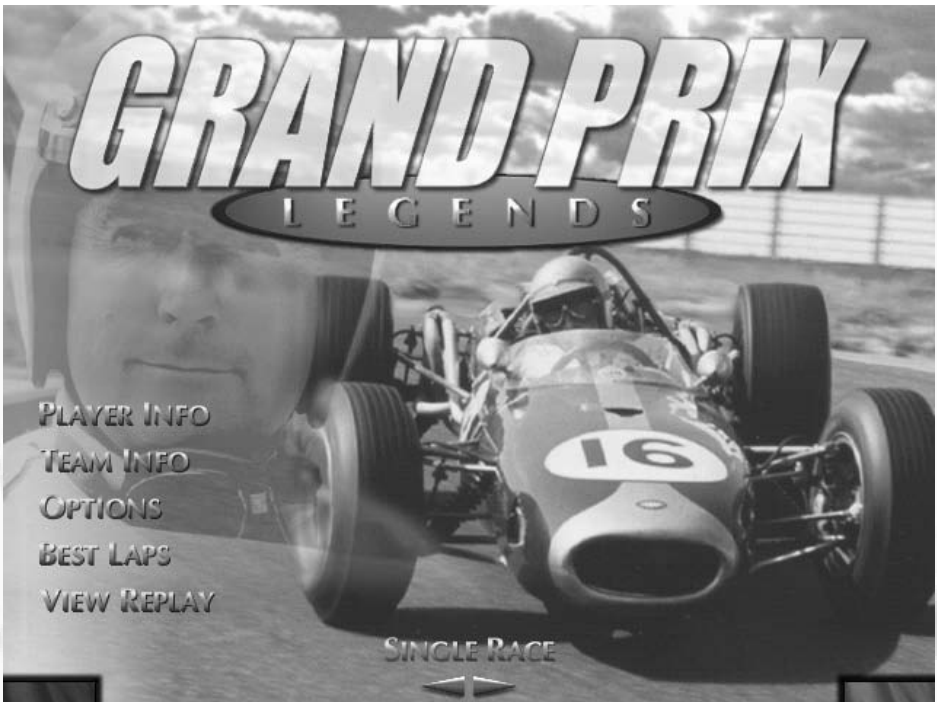
## 1.4 Drive Now, Read Later

Grand Prix Legends is a very detailed simulation of 1967 Grand Prix technology in action. Naturally, there is much to see, much to do and much to learn about the famous cars and tracks presented in GPL. But let's be honest- the first thing you want to do is drive a car! Here's how:



At the Main Menu, click on the left/right arrows at the bottom-center of your screen until you've selected Training. Next, click on the green button in the lower right corner to accept your choice and move forward.

Now, choose Novice Trainer and set the Damage level to None. Use the left/right arrows in the bottom-center of the screen to select Monza. Click the green button again in the lower- right corner to move forward.

At the race track, you'll see a map in the upper-left corner of your screen. A view of the pit lane occupies the upper-right part of the screen. Click on the green button in the lower-right corner to once again move forward.

You should now be sitting in the cockpit of an authentic 1967 Grand Prix car. Accelerate slowly out of the pit lane and merge onto the race track. Monza has a fork in the road just past the grandstands. Make sure you stay on the left side of the road here, since the right lane leads to a barricade. When you've finished driving and want to leave the track, press the ESCape key, followed by Enter.
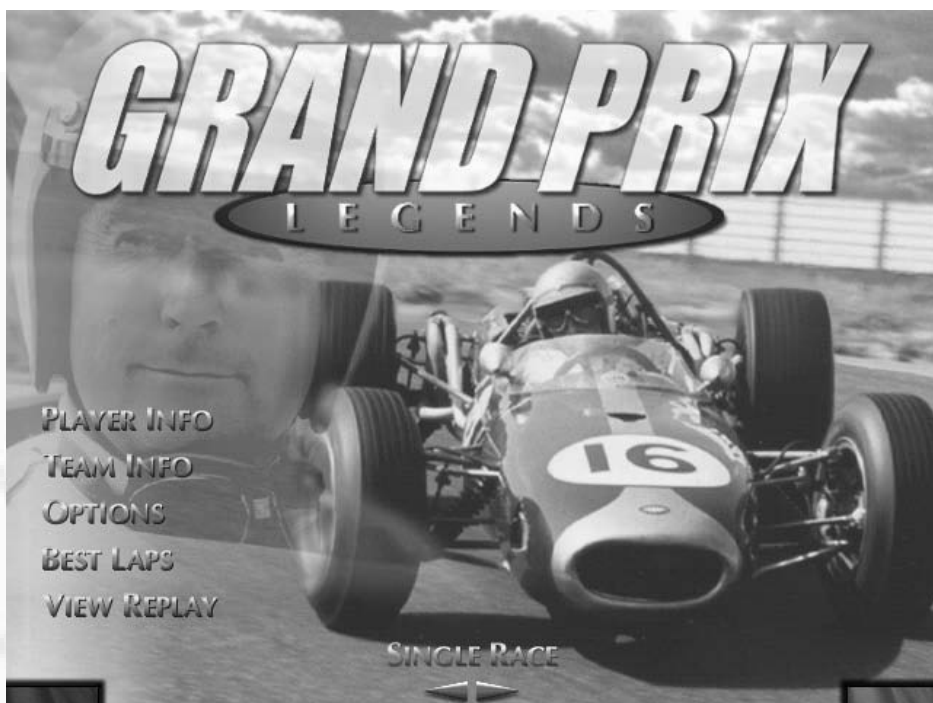
## 2.0  Main Menu

The Grand Prix Legends Main Menu is very simple to use.  There are five labels on the left-side of the screen.  Click on any of these to open up each item's individual menu.  For example, point and click on Player Info to edit/review your name, car selection, nationality and other vital info.  Click the arrows in the center of the screen to choose a Race Type (see next page).

In the lower left corner of the screen, you'll see a red button; click on that area if you'd like to exit the program.  Click on the green button found in the lower right corner of the screen to accept all of your selections and begin competition.

*Note:  Several of the menus found in GPL feature red (Cancel) and green (OK) buttons located in the bottom corners of the screen. Any time you see them, click on the red button to cancel an operation and exit the current screen, or click on the green OK button to accept all choices and move on.*

## 2.1 Race Selection

By clicking on either directional arrow, you can choose the type of authentic 1967 Grand Prix action you'd like to participate in...

**Single Race:** One race on the track of your choice, with no championship points awarded at the conclusion of the race.

**World Championship:** Race each track according to the 1967 Grand Prix schedule, accumulating points for top finishes. The driver with the most points gained at season's end is crowned World Champion.

**Multiplayer:** Using a modem, direct connection or network, test your nerves and skill against human competitors. Gives the phrase "international competition" a new meaning!

**Training:** Choose a track, adjust your car and turn some laps in order to "dial in the chassis" or learn the proper racing line. You've got the track all to yourself for a private test session.
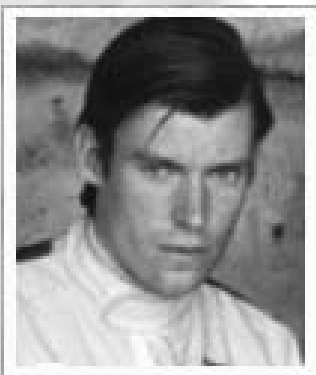
## 2.2 Menu Selections

From the Main Menu, click your mouse on any one of the five labels to move to its appropriate sub-menu. You can exit the sub-menus any time you wish; you will be returned to the Main Menu where you can then either begin racing or jump to another sub-menu.

PLAYER INFO

FIRST NAME
JUSTIN

LAST NAME
TYME

COUNTRY ▣ SPAIN

HELMET ▣ WHITE

TEAM LOTUS

J. TYME

NEW
DELETE

LOTUS TYPE 49

ENGINE

183 CU. IN., 32-VALVE V8
410 BHP @ 9000 RPM

DIMENSIONS

WHEELBASE: 95.0 IN.
FRONT TRACK: 60.0 IN.
REAR TRACK: 60.0 IN.
START LINE WEIGHT: 1105 LB.

## 2.3 Player Info Screen

Enter all of your personal information, such as the name you'd like to be known to your fans by, which country you'll represent on the circuit, which of the 1967 GP teams you'll join, and the color of your helmet.

# 2.4 Team Information

Wonder who the Grand Prix Legends of the 1967 season were? Check the Team Info Menu to find out. Study the rosters carefully, so you'll know which alliances exist on the race track.

You'll also be able to view each driver's appropriate car make and technical information.

SET CONTROLS

| | |
|---|---|
| STEERING | AXIS 0 ◇ |
| THROTTLE | BUTTON 0 |
| BRAKE | BUTTON 1 |
| CLUTCH | BUTTON 2 |
| SHIFT UP | KPLUS |
| SHIFT DOWN | KMINUS |
| LOOK LEFT | Z |
| LOOK RIGHT | X |
| RAISE ARM | SPACE |
| VIEW PIT BOARD | C |

STEERING LINEARITY

LINEAR

NON-LINEAR

JOYSTICK DRIVER

☐ DIRECT INPUT
☐ GENERIC

CALIBRATE JOYSTICK(S)

CONTROLS

## 2.5 Selecting Options

Think of this menu as the "driveshaft" of the entire simulation. Grand Prix Legends gives you total control over joystick/controller setup, graphics display, sound effects and many other features. They are all accessible by selecting Options from the Main Menu. The Options Menu consists of three distinct areas, which may be reached via the left/right arrows at the bottom of the screen: Controls, Graphics, and Sound and Gameplay selections.

## 2.5a Joystick/Controller Setup

To set up up your joystick/controller, click on one of the arrows in the bottom center of the screen until the word Controls appears. Begin by clicking on the Calibrate Joystick(s) button. Follow the directions on

| SET CONTROLS | |
|---|---|
| STEERING | AXIS U<> |
| THROTTLE | BUTTON 0 |
| BRAKE | BUTTON 1 |
| CLUTCH | BUTTON 2 |
| SHIFT UP | KPLUS |
| SHIFT DOWN | KMINUS |
| LOOK LEFT | Z |
| LOOK RIGHT | X |
| RAISE ARM | SPACE |
| VIEW PIT BOARD | C |

your screen, moving each axis to its fullest extent, then clicking on the OK button to finish. Next, assign controls to each wheel/pedal/joystick action. *Note that for driving actions, such as steering, braking, etc., only keypad keys may be used as opposed to those found on the main keyboard.*

Simply click on an item, such as Raise Arm. Press a key or use your controller to assign the action. In this example, should you choose Raise Arm and then press the space bar on your keyboard, you will be able to raise the driver's arm on screen whenever you wish, by pressing the space bar. Likewise, select Shift Up and press button 1 (or whatever controller assignment you wish) on your joystick; while driving, simply press button 1 each time you'd like to upshift.

| STEERING LINEARITY | |
|---|---|
| LINEAR | |
| | NON-LINEAR |
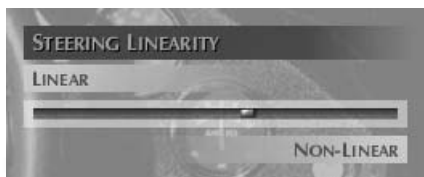
Select the degree of Linear controller input by dragging the slider to the desired position. Linearity affects the amount of steering sensitivity experienced. Wheel users may want to increase Linear steering input for greater sensitivity and faster response, while joystick users will probably need to use more Non-Linear input for precise control.

## Choosing a Joystick/Controller Driver

Grand Prix Legends contains two separate joystick/controller drivers within it's framework. Choose the one that provides you with the best results. DirectInput uses the Windows 95/98 game controller framework, while the Generic driver works in Grand Prix Legends alone, independent of your operating system.

**FEATURES**

A = AHEAD
M = IN MIRRORS

A   M
☑ ☐ TERRAIN TEXTURE
☑ ☑ TRACK TEXTURE
☑ ☐ RACING GROOVE
☑ ☐ OBJECT TEXTURES
☑ ☐ CROWDS
☑ ☐ WALL TEXTURES
☑ ☐ HORIZON
☑ ☑ CAR TEXTURES
☑ ☐ CLOUDS
☑ ☐ TREES
☑ ☐ TIRE TEXTURE
☑ ☐ DRIVER TEXTURE
☑    COCKPIT TEXTURE
☑    DRIVER ARMS
☑    BEVELED TIRES

**QUALITY**

☐ ANTI-ALIASING
☑ DYNAMIC LIGHTING
☑ SPECULAR HIGHLIGHTS

**EFFECTS**

☑ FIRE
☑ SMOKE
☑ DIRT
☑ DUST
☑ SPARKS
☑ SKID MARKS

**DETAIL BIAS**

— ▭───────────── +

3D ACCELERATOR ▯ 3DFX
RESOLUTION ▯ 640 x 480
MIRROR DETAIL LEVEL ▯ CARS & TRACK
TRACKSIDE OBJECTS ▯ ALL

GRAPHICS

## 2.5b Graphic Selections

From the Main Menu, click on Options and use the left/right arrows at the bottom center of the screen to reach the Graphics Menu. In most cases, reducing graphic quality speeds up the frame rate of the simulation, while increasing graphic quality provides a stunning visual experience. The Graphics Menu allows you to turn the graphics quality up/down to suit your computer's capabilities. Select resolution, 3D accelerator type, detail levels and image quality.

If your system is equipped with a 3Dfx Voodoo 1 or Voodoo 2 board, or any graphics accelerator card featuring a Rendition Verite chipset, you may select it here. You must then restart Grand Prix Legends in order to enable 3D accelerated graphics.



MIRROR DETAIL LEVEL ▯ FULL
TRACKSIDE OBJECTS ▯ A   CARS
                      CARS & TRACK
                      FULL
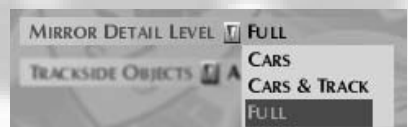
**Resolution:** Higher resolutions provide the best picture quality, but will result in a reduced frame rate. Select the resolution that provides you with the smoothest animation.



Mirror detail levels may be toggled to provide the best performance. Choose to only display cars themselves, both the cars and the track together, or full- which provides you with cars, track and all other trackside objects.



Trackside objects such as trees, fences and buildings may also be adjusted to maintain the best mixture of picture detail and frame rate. Choose to display a few sparsely scattered objects, several objects, or every object available. Select the number of objects you'd like to see displayed along the track, considering your computer's capabilities.

| A | M | |
|---|---|---|
| ☑ | ☑ | TERRAIN TEXTURE |
| ☑ | ☑ | TRACK TEXTURE |
| ☑ | ☑ | RACING GROOVE |
| ☑ | ☑ | OBJECT TEXTURES |
| ☑ | ☑ | CROWDS |
| ☑ | ☑ | WALL TEXTURES |
| ☑ | ☑ | HORIZON |
| ☑ | ☑ | CAR TEXTURES |
| ☑ | ☑ | CLOUDS |
| ☑ | ☑ | TREES |
| ☑ | ☑ | TIRE TEXTURE |
| ☑ | ☑ | DRIVER TEXTURE |
| ☑ | | COCKPIT TEXTURE |
| ☑ | | DRIVER ARMS |
| ☑ | | BEVELED TIRES |

Individual textures may be turned on/off to achieve the best compromise between visual quality and frame rate (animation speed). Simply use your mouse to click items on or off as desired. Items that are checked are on. If you're attempting to increase the frame rate without giving up too much in the way of picture quality, it's a good idea to remove textures drawn in the mirrors before eliminating those that are drawn in the foreground.

QUALITY
☐ ANTI-ALIASING
☑ DYNAMIC LIGHTING
☑ SPECULAR HIGHLIGHTS

EFFECTS
☑ FIRE
☑ SMOKE
☑ DIRT
☑ DUST
☑ SPARKS
☑ SKID MARKS

DETAIL BIAS
– [———————————] +

Anti-aliasing is a term referring to rounded, smooth edges on graphics, as opposed to jagged curves and corners. If your hardware supports Anti-aliasing, you'll be able to turn it on here. Otherwise, its box will be greyed out. Special effects, such as smoke, sparks and dynamic skid marks may also be toggled on or off.

Detail Bias controls the depth of graphics detail, or how close objects in the distance begin revealing detail. Moving the slider to the extreme left (-) will cause objects to show detail at very close ranges only, improving frame rate. Moving the slider to the right (+) will provide greater detail at long distances, but requires more hardware resources.

20.76 FPS

## 2.5c  Improving Frame Rate  [ Alt ] [ F ]

From the cockpit of your car, press ALT-F to display the frame rate (animation speed of the action).  The current frame rate will be displayed in the lower right hand corner of your screen, displayed in Frames Per Second (FPS).  Thirty frames per second is a good value to strive for.  Lower frame rates can make the video appear choppy and unresponsive.  Higher frame rates are smoother and provide better feedback.  To improve your frame rate, try the following:
Decrease the number of computer opponents raced against.
Reduce the quality of graphics being displayed.
Reduce the number of special effects being viewed.
Decrease the Screen Resolution.
Reduce the number of simultaneous sounds heard within GPL.
Decrease the Detail Bias (move slider to the left).
Install a supported graphics accelerator board in your computer.

## 2.5d  Sound & Gameplay Selections

From the Options Menu, click on the left/right arrows at the bottom of your screen until you reach the Sound & Gameplay Menu. Here you can adjust the maximum number of sounds played at once, and overall sound volume. Keep in mind that the maximum number of simultaneous sounds has a profound impact on frame rate.

In addition, you may choose to display measurements and speeds in English or Metric format, as well as select the date format you'd prefer. With the Auto View Pit Board feature turned on, the pit board will "zoom up" to a larger view as you approach the start/finish line each lap. If you'd rather view it on demand than see the Auto View, simply toggle it off.

**Shifting, Braking and Throttle Help:**  Check each of these boxes if you'd like to have assistance with shifting, braking or throttle control. These driving aids are primarily useful as training tools for the novice driver.    While enabled, they can help new drivers learn the proper braking and acceleration points on each track.    *It is important to realize that you must still apply brakes and throttle to stop or accelerate the race car.*
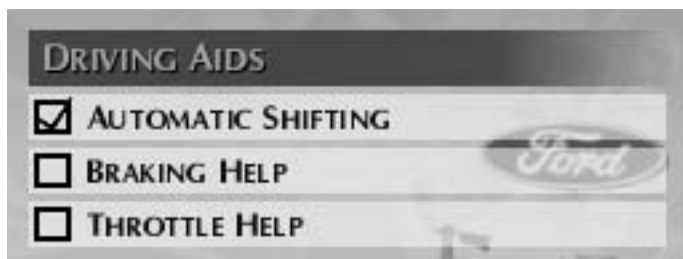
**Automatic Shifting:**  You may choose to use Automatic Shifting if you wish, or shift your own gears manually, just like the legends did. *Ultimately, faster lap speeds will be found with the manual transmission, but novice drivers may wish to turn on Automatic Shifting in order to ease learning other aspects of each circuit.*

**Braking Help:**  Prevents the wheels from "locking up" under heavy braking, similar to the way anti-lock brakes work on a passenger car.   This helps you retain directional control of your race car. *With braking help enabled, your stopping distances will be longer than those of a skilled driver who is braking without assistance.*

**Throttle Help:**  Prevents the rear wheels from spinning when you apply the throttle, similar to the way traction control works on some passenger cars. This can help novice drivers when cornering; *although throttle help makes car control easier, a skilled driver will be much faster without throttle assistance.*
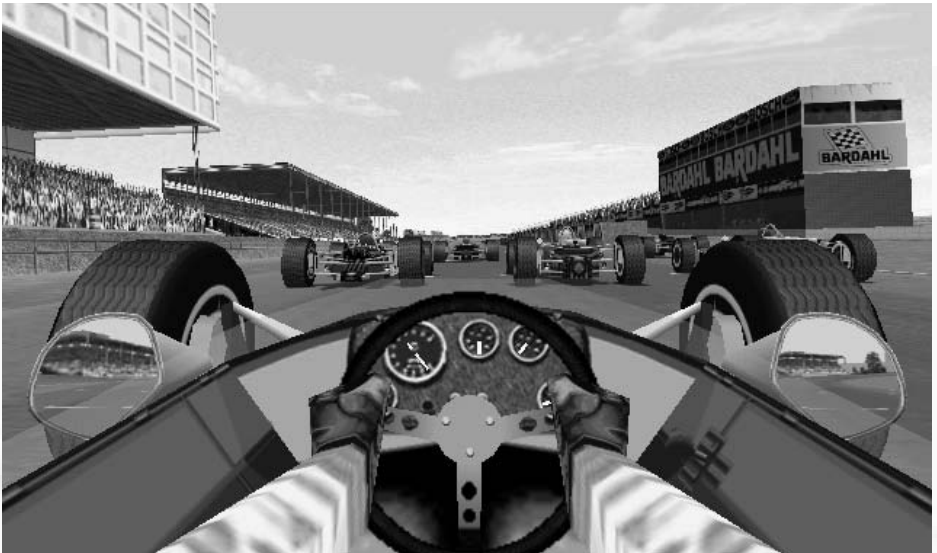
# 3.0  Getting To The Track



*From the Main Menu, you can click on the green button in the lower right corner of the screen to accept the current selections and move forward. After selecting a track (unless World Championship is chosen), click on the green button again to hit the track.*



At the bottom of the Main Menu, choose Single Race, World Championship, Multiplayer or Training, then click the green button in the lower right corner.
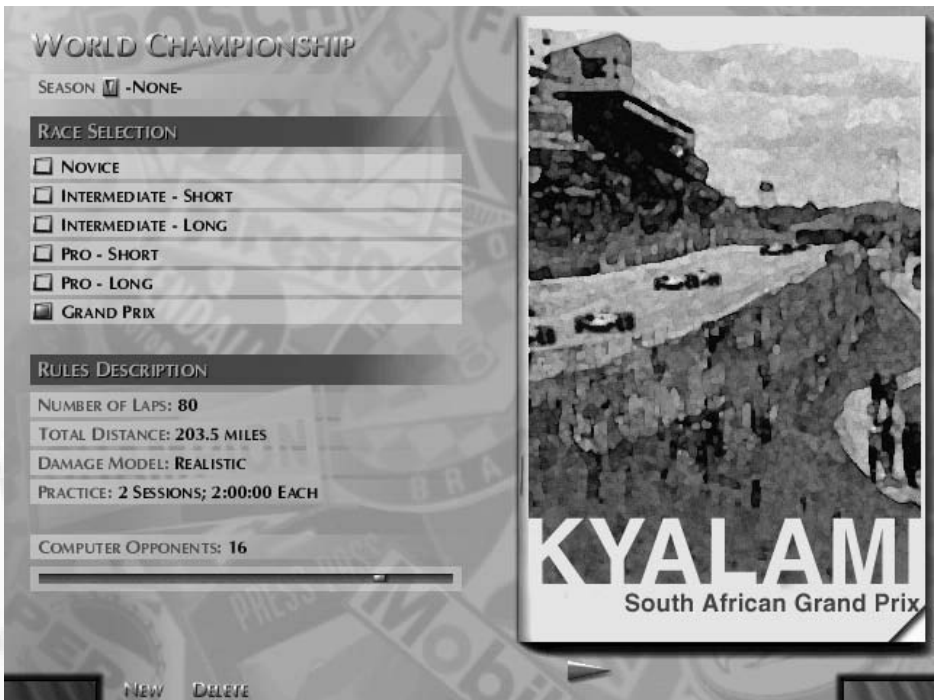
*At the Race Setup Menu, click on the green button in the lower-right corner to advance to the current track's Race Weekend Menu.*

*At the Race Weekend Menu, one more click on the green button will send you to the cockpit...*



*...where you'll find yourself seated in the pits, amidst some of the true legends of Grand Prix racing.*

## WORLD CHAMPIONSHIP

SEASON ☐ -NONE-

### RACE SELECTION

☐ NOVICE
☐ INTERMEDIATE - SHORT
☐ INTERMEDIATE - LONG
☐ PRO - SHORT
☐ PRO - LONG
☑ GRAND PRIX

### RULES DESCRIPTION

NUMBER OF LAPS: 80
TOTAL DISTANCE: 203.5 MILES
DAMAGE MODEL: REALISTIC
PRACTICE: 2 SESSIONS; 2:00:00 EACH

COMPUTER OPPONENTS: 16

NEW    DELETE

KYALAMI
South African Grand Prix

If you decide to compete for the World Championship, your season will automatically start with the South African Grand Prix at Kyalami, and progress in the actual order of the 1967 Grand Prix schedule. You can choose distances, skill levels and number of opponents before proceeding further.

*In Single Player, Multiplayer and Training modes, you may select the track of your choice before proceeding. Just click on the left/right arrows at the bottom of the screen.*
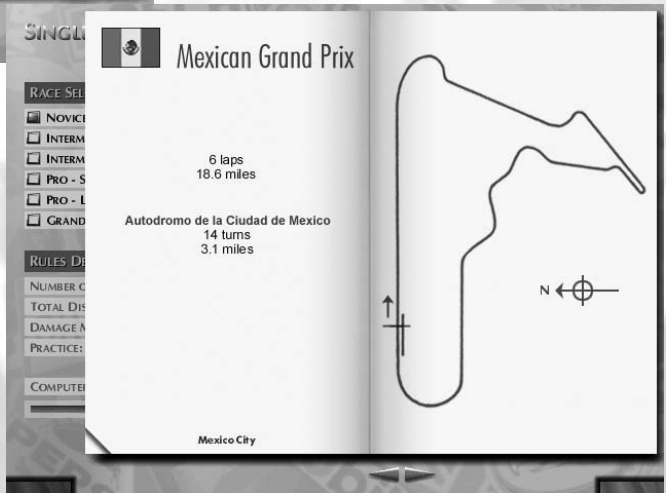
# 3.1  Race Setup Menu



Some Grand Prix Legends Menu items have "dog-eared" corners on them. Click on these "dog-ears" to turn the page and access additional information.



*Click on the dog-ears to open or close up track maps and event statistics.  Lap times and starting grids are also available via the dog-eared pages.*

Mexican Grand Prix

6 laps
18.6 miles

Autodromo de la Ciudad de Mexico
14 turns
3.1 miles

N

Mexico City

## 3.2 The Race Weekend Menu

The Race Weekend Menu allows you to enter your team's garage to tweak a chassis setup, view replays, review lap times and make a quick trip to the Options Menu. Click on the green button in the lower right corner of the screen to climb into the cockpit of your race car and begin driving.

Click on Car Setup to enter the garage, Options to enter the Options Menu, or the left/right Event Info arrows to view lap times and starting grid info. Click on the Pause button if you'd like to freeze the time clock while you tend to other business. Grand Prix Legends is based on a real-time racing format, so the Pause button allows you to do other things without missing precious practice or racing time.

10/22/67
STATUS: IN PROGRESS
TIME REMAINING: 0:14:03

☐ ACCELERATED TIME
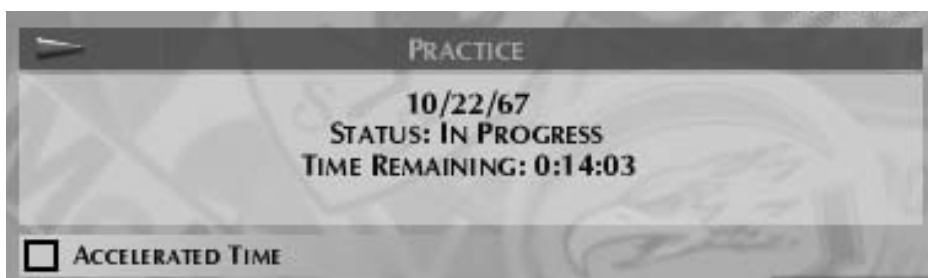
## 3.2a  Race Session Control

In the center of the Race Weekend Menu, a window displays the current session, its status and the time remaining before the session ends. Keep an eye on the clock! When time expires, the game will advance to the next session. You can skip ahead to the next session at any time by pressing the arrow in the upper left corner of this window. For instance, to move from Practice to Race, simply click on this arrow.
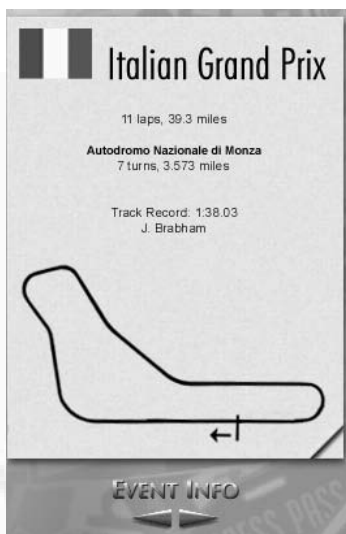
Choose Accelerated Time to speed up the current session, without skipping it entirely. You can turn off Accelerated Time whenever you'd like, by simply clicking again to remove the checkmark. *Note that no replay footage is recorded while time is accelerated.*



Mexican Grand Prix

6 laps, 18.6 miles

**Autodromo de la Ciudad de Mexico**
14 turns, 3.1 miles
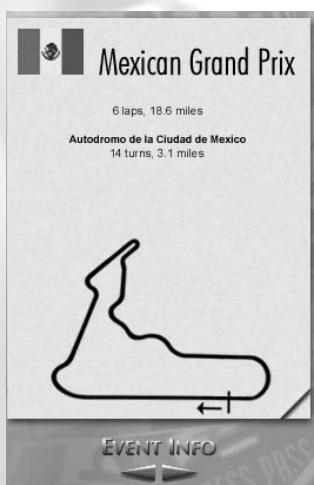
EVENT INFO

## 3.2b  Event Information

The Race Weekend Menu provides up-to-date information about the current racing event. Click on the dog-ear in the lower-right corner to reveal map, lap time and starting grid info. Use the left/right arrows beneath the map area to step forward/back through pages of information. This data is updated as the event unfolds, so it's a good idea to check it often for the latest info.
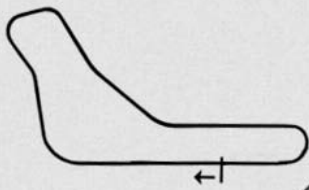
# Italian Grand Prix

11 laps, 39.3 miles

**Autodromo Nazionale di Monza**
7 turns, 3.573 miles

Track Record: 1:38.03
J. Brabham

EVENT INFO

## Entry List

| | | |
|---|---|---|
| 4 | Justin Tyme | Brabham Racing Org. |
| 5 | Jim Clark | Team Lotus |
| 6 | Graham Hill | Team Lotus |
| 1 | Jack Brabham | Brabham Racing Org. |
| 9 | Dan Gurney | Anglo-American Racers |
| 2 | Denis Hulme | Brabham Racing Org. |
| 19 | Bruce McLaren | Anglo-American Racers |
| 7 | Lorenzo Bandini | Team Lotus |

EVENT INFO

*Click on the dog ear on the map to view the entry list;
click on the dog ear again to return to the map.*

## Practice

| | | | | |
|---|---|---|---|---|
| 1 | 1 | J. Brabham | REP | 1:38.03 |
| 2 | 2 | D. Hulme | REP | 1:38.06 |
| 3 | 5 | J. Clark | LOT | 1:38.26 |
| 4 | 9 | D. Gurney | EAG | 1:39.26 |
| 5 | 7 | L. Bandini | LOT | 1:39.68 |
| 6 | 6 | G. Hill | LOT | 1:39.72 |
| 7 | 4 | J. Tyme | REP | 1:39.99 |
| 8 | 19 | B. McLaren | EAG | 1:40.37 |

STANDINGS

## Practice

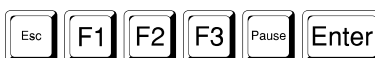| | |
|---|---|
| 1 | 1:48.44 |
| 2 | 1:53.01 |
| 3 | 1:41.97 |
| 4 | 1:42.12 |
| 5 | 1:39.99 |

LAP TIMES          EXPORT

*Click the left/right arrows to toggle between Event Info, Standings and Lap Times.
Your fastest lap will be highlighted in red. You can also view previous session stan-
dings by clicking on the dog-ears.*

KEYBOARD COMMANDS

| KEY | FUNCTION |
| --- | --- |
| ESC | RETURN TO PIT/RETIRE |
| F1 | HELP DISPLAY |
| F2 | VIEW REPLAY |
| F3 | OPTIONS |
| F10 | TOGGLE DRIVING VIEW |
| PAUSE | PAUSE/CONTINUE GAME |
| ENTER | TYPE/SEND CHAT MESSAGE |
| ALT+F | FRAME RATE DISPLAY ON/OFF |
| SHIFT+R | CAR RESET |
| SHIFT+T | TELLTALE RESET |

(PRESS ANY KEY TO CLOSE)

PRESS PAUSE TO RESUME.

# 3.3 In-Car Options  Esc F1 F2 F3 Pause Enter

F1   **Help (F1):**  A pop-up menu of in-car keyboard commands you can use.

Esc , Enter   **Return To Pit (Enter):**  Immediately removes your car from the track and places it back in the pits so that you can tweak the setup and drive a fresh car.  The current session's time clock will continue to run.

F2   **View Replay (F2):**  Pauses the game and takes you to the Full-Screen Instant Replay window.  Not available in Multiplayer races.

F3   **Options (F3):**  This opens the Options Menu, allowing you to re-calibrate controllers, adjust graphics or perform any other functions available from the Options Menu.  Not available in Multiplayer races.

Pause   **Pause/Continue:**  Pauses and resumes the action.

## 3.3a Resetting The Car [Shift] [R]

While you are driving, you may occassionally experience a spin, flip or other unrecoverable situation. To reset your car on the track, hold down the left Shift key and press the "R" key. This will reposition your car on the track and allow you to continue racing without having to restart the entire session, or return to the pits.

Your car must be completely stopped in order for the reset feature to be utilized. The car reset feature is only available to Novice and Intermediate drivers; Pro and Grand Prix level contenders may not access this feature.
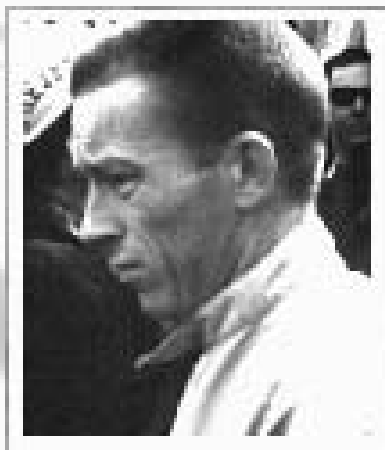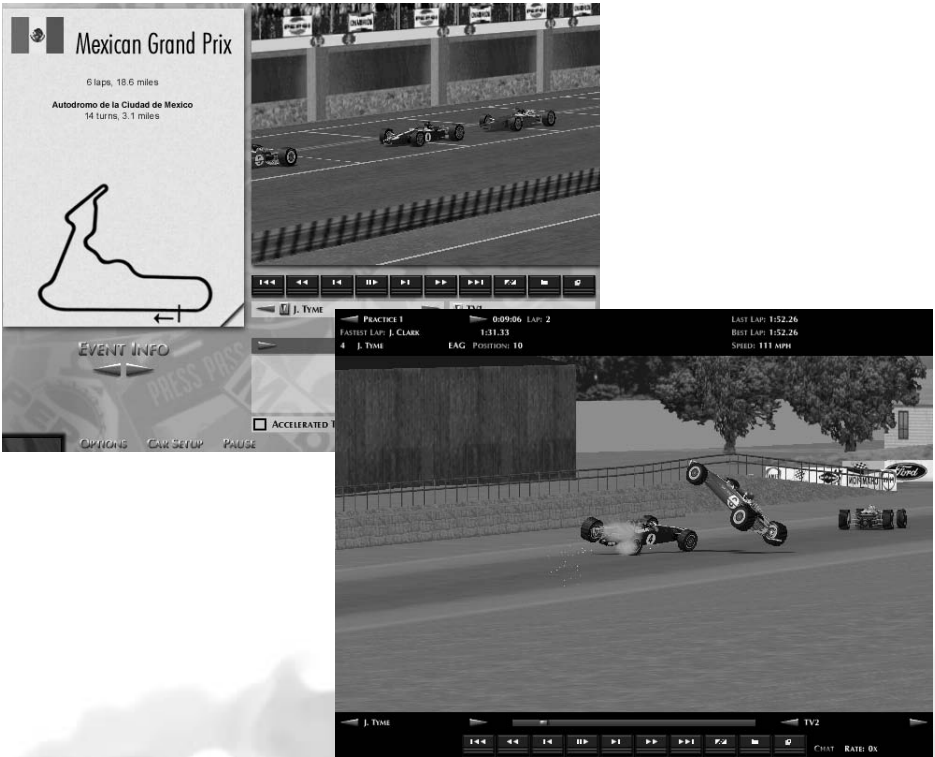
## 3.3b  Instant Replay Windows

There are two ways to view instant replays in Grand Prix Legends. Replays are available from the Race Weekend Menu (as in the upper-most picture above), or, in Single Player mode, from the cockpit of the car by pressing the F2 key on your keyboard (the lower view above).

It is important to note that instant replay length is based upon the amount of available RAM (Random Access Memory) on your computer, along with other factors such as the selected track, amount of objects and textures, etc.

## 3.3c  The VCR Control Panel

**Rewind to Beginning:** *Click on this button to rewind the replay tape back to the very beginning. You may also press number seven on your keypad instead of clicking with the mouse.*

**Rewind:** *Click on this button to begin rewinding the replay footage, from the current frame. Each subsequent press of this button increases the rewind speed, up to 16x. You may also press the left shift-key and number four on your keypad.*

**Rewind Frame-by-Frame:** *Each single click on this button steps the footage backward one frame. You may also press number four on your keypad instead of clicking with the mouse.*

**Play/Pause:** *This button is actually a toggle- click on it once to begin playing footage, click again to pause the footage, and so on. You may also press number five on your keypad.*

**Forward Frame-by-Frame:** *Each single click on this button steps the footage forward one frame. You may also press number six on your keypad instead of clicking with the mouse.*

**Fast-Forward:** *Click on this button to begin fast-forwarding the replay footage, from the current frame. Each subsequent press of this button increases the fast-forward speed, up to 16x. You may also press the left shift-key and number six on your keypad.*

**Fast-Forward to End:** *Click on this button to fast-forward the replay to the very end. You may also press number one on your keypad instead of clicking with the mouse.*

**Clip/Edit Button:** *Click on this button once to select a beginning point for your clip; click on this button a second time to select an end point for the clip, at which time you'll be able to save it to a file.*

**Save Replay:** *Saves the current replay to a file. You will be prompted for a name for the replay file before your footage is saved.*

**Replay Window Control:** *While viewing highlights from the cockpit of your car, click on this button to exit the replay window. While viewing highlights from the Race Weekend Menu, click on this button to enlarge the view to full-screen. Click on this button again to reduce the view back to a box, revealing the Race Weekend Menu once again.*

## 3.3d  Camera Controls

Grand Prix Legends offers you many camera angles to view the replay action from.  In the full-screen replay view, simply click on the left/right arrows in the lower right corner of the screen to choose camera angles.  From the Race Weekend Menu, use the arrow controls or simply click on the drop-down button next to the current view, and scroll up/down to the view of your choice.

In addition, replays may be viewed from the perspective of any car on the track. Click on the left/right arrows in the lower left corner to scroll through each vehicle.

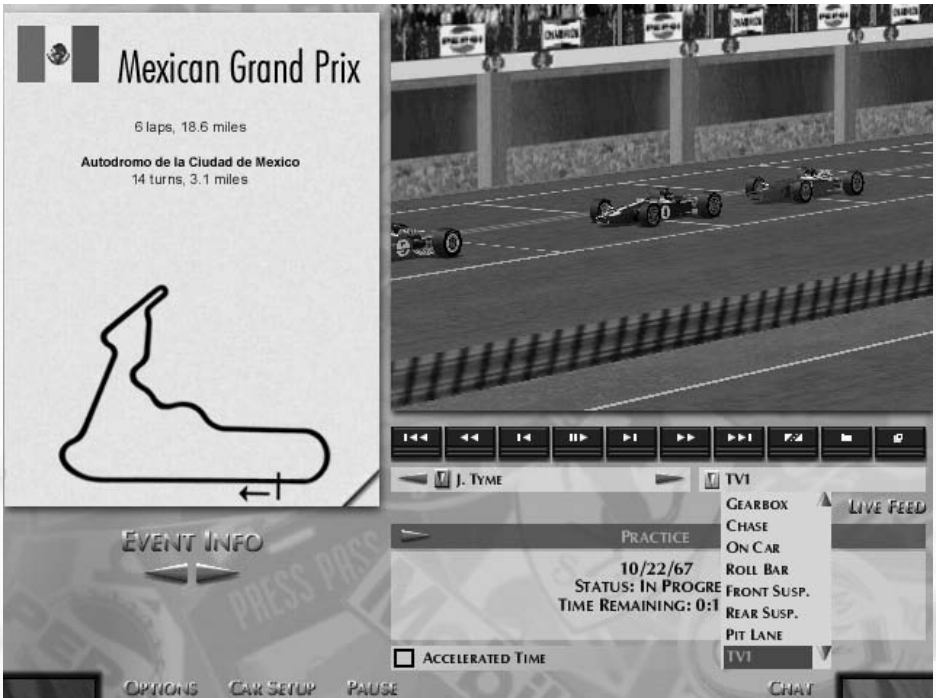Keyboard commands for choosing cameras/vehicles are as follows:

**Shift** **C**　　Use "C" or "Shift+C" to change camera views

**Shift** **V**　　Use "V" or "Shift+V" to change the focus vehicle

Grand Prix Legends



**Mexican Grand Prix**

6 laps, 18.6 miles

**Autodromo de la Ciudad de Mexico**
14 turns, 3.1 miles

EVENT INFO

PRACTICE

10/22/67
STATUS: IN PROGRE
TIME REMAINING: 0:1

GEARBOX
CHASE
ON CAR
ROLL BAR
FRONT SUSP.
REAR SUSP.
PIT LANE
TV1

LIVE FEED

J. TYME

TV1

ACCELERATED TIME

OPTIONS    CAR SETUP    PAUSE                                    CHAT

TV1 and TV2 views represent the use of several cameras being switched by a Television Director, as in a live network broadcast. Using combinations of different drivers/different cameras, many fascinating views of race replays are possible. Use the in-car cameras from other cars to study the greats in action.

OP: 22 PSI   OT: 102 F   FP: 79 PSI        RPM: 1131        GEAR: 2        21.73 FPS
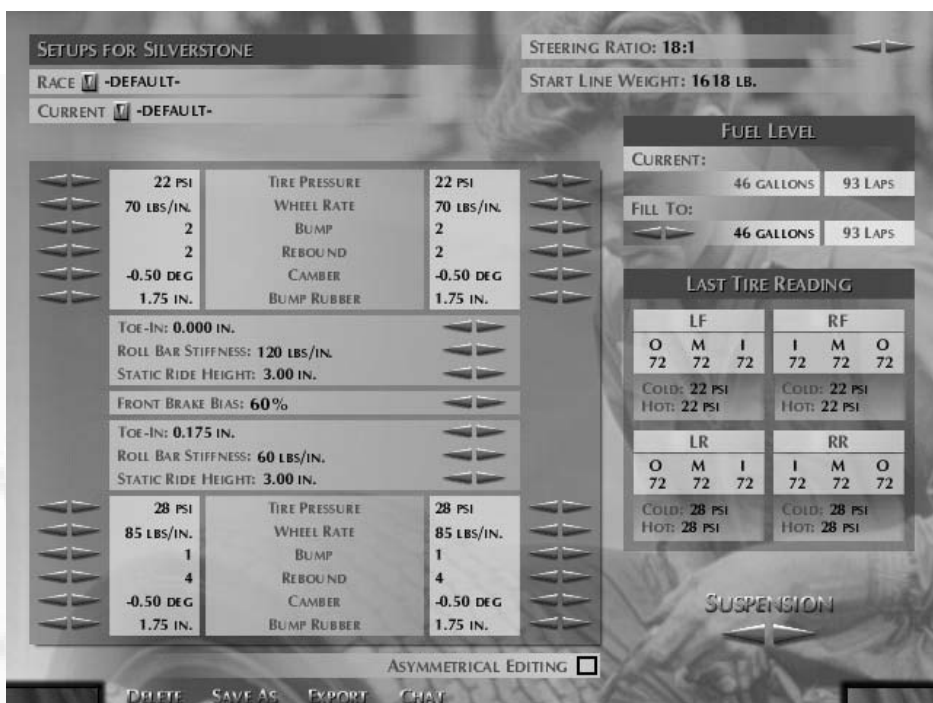


# 3.3e  Driving Views   F10

While at the wheel, use the "F10" key to select the driving view of your choice.  Grand Prix Legends offers you two driving views- slightly above and behind your car (arcade view), or sitting in the driver's seat.  Each



press of the F10 key toggles the view between the two angles.  When using the arcade view, Oil Pressure (OP), Oil Temperature (OT), Fuel Pressure (FP), RPMs and current gear are each displayed across the bottom of your screen- the same information that is shown on the dials in the cockpit view.

**SETUPS FOR SILVERSTONE**

RACE ☑ -DEFAULT-
CURRENT ☑ -DEFAULT-

STEERING RATIO: 18:1
START LINE WEIGHT: 1618 LB.

| | | | |
|---|---|---|---|
| 22 PSI | TIRE PRESSURE | 22 PSI | |
| 70 LBS/IN. | WHEEL RATE | 70 LBS/IN. | |
| 2 | BUMP | 2 | |
| 2 | REBOUND | 2 | |
| -0.50 DEG | CAMBER | -0.50 DEG | |
| 1.75 IN. | BUMP RUBBER | 1.75 IN. | |

TOE-IN: 0.000 IN.
ROLL BAR STIFFNESS: 120 LBS/IN.
STATIC RIDE HEIGHT: 3.00 IN.

FRONT BRAKE BIAS: 60%

TOE-IN: 0.175 IN.
ROLL BAR STIFFNESS: 60 LBS/IN.
STATIC RIDE HEIGHT: 3.00 IN.

| | | | |
|---|---|---|---|
| 28 PSI | TIRE PRESSURE | 28 PSI | |
| 85 LBS/IN. | WHEEL RATE | 85 LBS/IN. | |
| 1 | BUMP | 1 | |
| 4 | REBOUND | 4 | |
| -0.50 DEG | CAMBER | -0.50 DEG | |
| 1.75 IN. | BUMP RUBBER | 1.75 IN. | |

**FUEL LEVEL**

CURRENT: 46 GALLONS | 93 LAPS

FILL TO: 46 GALLONS | 93 LAPS

**LAST TIRE READING**

| LF | | | RF | | |
|---|---|---|---|---|---|
| O | M | I | I | M | O |
| 72 | 72 | 72 | 72 | 72 | 72 |
| COLD: 22 PSI | | | COLD: 22 PSI | | |
| HOT: 22 PSI | | | HOT: 22 PSI | | |

| LR | | | RR | | |
|---|---|---|---|---|---|
| O | M | I | I | M | O |
| 72 | 72 | 72 | 72 | 72 | 72 |
| COLD: 28 PSI | | | COLD: 28 PSI | | |
| HOT: 28 PSI | | | HOT: 28 PSI | | |

SUSPENSION

ASYMMETRICAL EDITING ☐

DELETE    SAVE AS    EXPORT    CHAT

## 3.4  The Car Setup Menu

While at the Race Weekend Menu, choose Car Setup to enter the Setup Menu. Setups can be created, saved, loaded, deleted and altered with this menu. The Car Setup Menu consists of two different screens, with arrows located in the lower right section of the screen to switch back and forth between the two. You'll find a complete tutorial on GPL car setup in the book "Four Wheel Drift." What follows here is a brief explanation of each setup item:

**Steering Ratio:**  A ratio that represents the number of degrees of steering wheel movement (the first value) that are required to achieve one degree of front wheel deflection.  Lower numbers give faster steering response and slightly increased maximum wheel deflection.

**Start Line Weight:**  Note that this figure, unlike the weight figure on Player Info and Team Info screens, includes the driver's weight.

**Tire Pressure:** Cold inflation pressure. Measured in pounds per square inch.

**Wheel Rate:** Spring stiffness as measured at the wheel. Refers to the number of pounds of force required to deflect the wheel by one inch vertically. Measured in pounds per inch.

**Bump:** Damper bump setting, with 1 being softest, 5 being stiffest.

**Rebound:** Damper rebound setting, with 1 being softest, 5 being stiffest.

**Camber:** Degrees of wheel camber.

**Bump Rubber:** Length of Bump Rubber, measured in inches.



**Toe-In:** The degree to which the front or rear wheels point slightly toward each other, rather than straight ahead. Measured in inches, front and rear toe-ins are set separately.

**Roll Bar Stiffness:** Stiffness, in pounds per inch, of the front or rear anti-roll bar. Stiffer bars reduce chassis roll.

**Static Ride Height:** Height of chassis above ground at front and rear while sitting motionless on a level surface.

**Front Brake Bias:** Distribution of braking force between front and rear brakes. Zero means that all braking force is applied to the rear wheels, 100 means that all force is applied to the front wheels.

**Asymmetrical Editing:** With this box unchecked, changes to one side of the car are automatically applied to the other side. For example, setting the LF tire pressure to 19 psi will also set the RF pressure to 19 psi. With Asymmetrical Editing 'checked' you can change items independently instead.
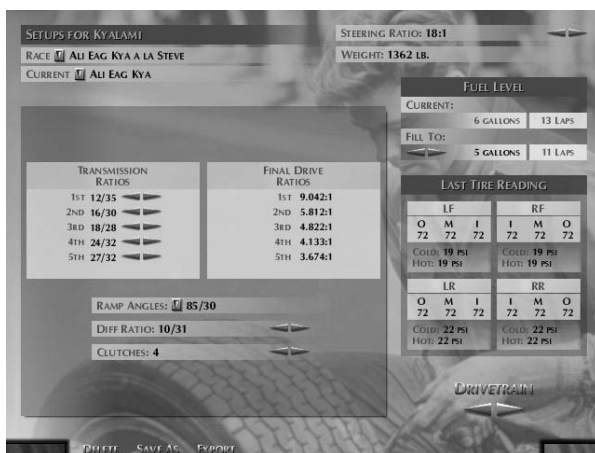
**The following items are located on
page two of the Car Setup Menu:**

**Transmission Ratios:**  A ratio of the number of teeth on the in-gear (first number) to the out-gear (second number).

**Ramp Angles:**  Controls the amount of leverage that the differential's planetary gear exerts on the clutch plates.  The clutch plates keep the two rear wheels from spinning at different speeds when a force is applied through the differential.  The first number is the power side angle, and is in effect when throttle is being applied.  The second value is the coast angle, and is in effect when no throttle is being applied.  Each side may be set independently to 30, 45, 60 or 85 degrees.  Lower numbers provide more lockup (allow less of a difference in rear wheel speeds), while higher numbers provide less lockup.

**Differential Ratio:**  The first number is the pinion gear, the second value is the ring gear.  A pinion gear from 7 to 10 may be set.  A change to this produces gross changes in the final drive ratios for each gear.

**Clutches:**  Sets the number of clutches in the differential from 1 to 6. This allows fine tuning of the amount of lockup provided by the differential (the Ramp Angles provide gross control; the number of clutches provides fine control).

RICH YASI:CONNECTED.
WANT TO RACE MONACO?
(RY#8) SOUNDS GOOD
GP LENGTH?
(RY#8) YEAH, RIGHT

MAN, WHEN ARE WE GOING TO HA

TOTAL DISTANCE: 29.3 MILES
DAMAGE MODEL: REALISTIC
PRACTICE: 1 SESSION; 30:00

COMPUTER OPPONENTS: 0

PRACTICE LENGTH 30:00

PRIX 3 F
Mai 7 1967

25 GRAND PRIX
AUTOMOBILE
DE MONACO

CHAT

# 4.0 Multiplayer Racing

Grand Prix Legends allows you to go head to head with your friends in a variety of ways: via the Internet, LAN, modem-to-modem or a direct connection. You may even combine some or all of these connection methods. For example, a modem user could dial into a LAN race. Via LAN, up to 20 human competitors can take part, while Modem and Serial methods allow one player per connection type.

To host or join a Multiplayer race via the Internet, you must launch your Internet connection prior to starting GPL. Once you've logged onto the Internet and started GPL, choose Multiplayer from the Main Menu.

## Connection Info

✔ A server (host) stops looking for new connections once GPL transitions to a race session. This means that once the race session begins, new players cannot join in.

✔ Each client that connects to a server via a dial-up Internet connection will require a minimum of about 24,000bps of bandwidth. For an analog modem, this limits a server to a maximum of two clients. An ISDN connection can handle up to four clients. Special considerations must be taken when using cable modems. See the "read me" file in your GPL folder.

✔ You can enter numeric (#.#.#.#) or symbolic (fred.harry.net) host names. If you enter a symbolic name, it may take several seconds for the machine to translate the name. If it cannot, an error message will appear on the screen.

*Above, the Multiplayer Host Menu. Choose the source that other players will connect with, and password the race if you wish.*



*Above, the Multiplayer Join Menu. Add other players to your address book to easily retain connection settings.*



The Hosting player may select the track, race settings and number of computer opponents to add to the mix. Drivers may enter the track's Race Weekend Menu once the Hosting player launches the race.

## Chatting

During Multiplayer events, there are two types of chat methods available in GPL. The Chat button located on the bottom of many Multiplayer menus opens up a notepad that can be used to chat live with other players. Decide where you want to race next, or share setup info.

In-Car Chat is available from the cockpit by pressing the Enter key. Press Enter, type your message, then send it by pressing Enter a second time.

# Grand Prix Legends Credits

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                     Matt Sentell
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| Julie Sparks | |

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| Dan Lotrea | Boris Menkov |
| Daniel T. Roeger | Allen Sayegh |
| Roger Seto | |

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| Jon Valvano | |

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| Joachim Trensz | John Wallace |

**Special Thanks**

| | |
|---|---|
| Herbie Blash | Jack Brabham |
| Robs Lamplough | Skip Barber Racing School |
| Tony Rudd | Ron Tauranac |

**Special Licensing Thanks**

François-Michel Gregoire
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## Fax: (0118) 987 5603

**Lines open 24 hrs, 365 days a year,** using our automated technical support attendant. This system includes answers to all commonly posed questions and problems with our new and major titles. It is set up in a friendly and easy to use menu system that you navigate through using a touch tone telephone. If the answer to your question is not in our automated system, then you will be transferred to a technician between the hours of **9am and 5.00pm Monday to Friday.**

Here are some key-presses that will allow you to navigate through our automated attendant. Note that these are the standard letter assignments that are given to UK telephones so if your phone has letters on the keypad, please use them instead:

| 2:<br>A, B, C | 3:<br>D, E, F | 4:<br>G, H, I | 5:<br>J, K, L | 6:<br>M, N, O | 7:<br>P, R, S | 8:<br>T, U, V | 9:<br>W, X, Y | 0:<br>Q, Z |
|---|---|---|---|---|---|---|---|---|

Before you call our technical support lines, please check that you have read the Readme file included on the game  disk #1. You may well find a very quick answer to the problem that you are facing as these files contain answers to most common problems. If the answer is not here, make sure you have precise details of any error message that you receive, and details regarding the specifications of your computer before you call us, as this will help us in giving you a faster and more efficient service.

If you would prefer to write to us, please send your mail to the following address:

## HAVAS INTERACTIVE UK Ltd.

*Customer Services / Mail Order / Tech Support  Department*
2 Beacontree Plaza
Gillette Way
Reading • Berkshire
RG2 0BS
United Kingdom

## Sierra UK Web site

## http://www.sierra-online.co.uk

UK Website includes technical support, mail order, chat rooms, product information, game demos and much, much more.

## Hintline (UK callers only)

## (0891) 660 660

24 hrs. Automated service requires a touch tone phone. Calls cost 50p/min. at all times. Max call length 7.5 minutes. Max call charge at £3.75 at all times.

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